

Section 11 Project Effect and Mitigation Recommendations

This archaeological inventory survey represents a good faith effort to identify and document the archaeological cultural resources within the Airport Section 3 of the HHCTCP. Two archaeological cultural resources were documented within the project area, both are buried and date to the mid-twentieth century: SIHP 50-80-13-7420, remnants of mid-twentieth century roadway network; and SIHP 50-80-13-7420, remnants of World War II military warehouse foundations and related infrastructure. Due to the inherent limitations of any sampling strategy, however, it is possible that additional archaeological cultural resources or features may be uncovered during the construction of Airport Section 3.

11.1 Project Effect

According to the historical background research and the results of the current AIS investigation, the Airport Construction Section 3 study area contains two known archaeological cultural resource (SIHP 50-80-13-7420 and SIHP 50-80-13-7421) and the potential to contain as-yet unidentified archaeological cultural resources. In order to mitigate potential adverse impacts to any archaeological cultural resources within the project area, it is recommended that project construction proceed under appropriate mitigation measures.

In the course of the project's Federal Section 106 historic preservation review process the project has already been determined to have an "adverse effect" on historic properties. The AIS investigation results are in keeping with this federal effect determination because Construction Section 3 will adversely affect portions of SIHP 50-80-13-7420 and SIHP 50-80-13-7421. Under Hawaii State historic preservation review legislation, the project's effect recommendation is "effect, with proposed mitigation commitments." The recommended mitigation measure for the Construction Section 3 AIS will reduce the project's effect on the identified archaeological cultural resources, SIHP 50-80-13-7420 and SIHP 50-80-13-7421.

Project construction effects on SIHP 50-80-13-7420 and SIHP 50-80-13-7421 may include excavation and removal of portions of these historic subsurface archaeological deposits, for example through utility relocation excavations, guideway column installation, or station construction. The areal extents of SIHP 50-80-13-7420 and SIHP 50-80-13-7421 are not known based on AIS testing results, which were confined to the study area/APE; however, based on historic maps and aerial photographs it is clear that these former roadway and foundation features once extended over a broad area outside the current Airport Construction Section 3 archaeological APE. Based on this historic evidence, it is reasonable to conclude that the portions of SIHP 50-80-13-7420 and SIHP 50-80-13-7421 within the study area represent only a small portion of similar buried (beneath historic fill layers), mid-twentieth century roadway and foundation deposits with similar characteristics. If this is the case, as seems likely, the project-related effect on SIHP 50-80-13-7420 and SIHP 50-80-13-7421 is quite limited in terms of geographic area. Additionally, proposed mitigation measures (an archaeological monitoring program) will provide an opportunity to further document the portions of SIHP 50-80-13-7420 and SIHP 50-80-13-7421 within the Airport Construction Section 3 APE.

11.2 Mitigation Recommendations

In order to mitigate potential adverse effect to archaeological cultural resources within the Airport Section 3 APE, it is recommended that project construction proceed under an archaeological monitoring program (beginning with an archaeological monitoring plan for the review and approval of the City, and SHPD, per HAR Chapter 13-279-4). Archaeological monitoring is specified in Section III.E.1 of the project's PA as an appropriate form of archaeological cultural resource mitigation.

Under Hawai'i State historic preservation legislation, "archaeological monitoring may be an identification, mitigation, or post-mitigation contingency measure. Monitoring shall entail the archaeological observation of, and possible intervention with, on-going activities which may adversely affect historic properties" (HAR Chapter 13-279-3). For Construction Section 3 the proposed monitoring program will serve as a mitigation measure that facilitates identification, proper documentation, and treatment decisions should previously unidentified archaeological cultural resources, including burials, be encountered. If encountered and if appropriate, these previously unknown archaeological cultural resources will be treated as "post-review discoveries" under 36 CFR 800.13 and HAR Chapter 13-280 ("Procedures for Inadvertent Discoveries During A Project Covered by the Historic Preservation Review Process"). Inadvertent burial discoveries will follow the procedures outlined in Hawaii State burial law (HAR Chapter 13-300-40). Because the project does involve a small portion of federal land (the Navy lands at the Pearl Harbor Transit Station), Native Hawaiian inadvertent burial discoveries on federal lands would be subject to the Native American Graves Protection and Repatriation Act (NAGPRA).

The monitoring program will also provide the opportunity for archaeological data recovery to gather additional information regarding Construction Section 3's previously documented archaeological cultural resources (SIHP 50-80-13-7420 and SIHP 50-80-13-7421). Under Hawai'i State historic preservation review legislation, there are five potential forms of historic preservation mitigation: A) Preservation; B) Architectural Recordation; C) Archaeological Data Recovery (which includes archaeological monitoring); D) Historical Data Recovery; and E) Ethnographic Documentation (HAR Chapter 13-275-8). The Construction Section 3 archaeological monitoring program will provide an opportunity to study, record, and potentially collect samples that may further refine the characteristics, function, and geographic extent of SIHP 50-80-13-7420 and SIHP 50-80-13-7421.

A combination of on-call and on-site archaeological monitoring is recommended, with the specific locations of each to be worked out in consultation with SHPD during the preparation of the project's Airport Section 3 archaeological monitoring plan. Based on these AIS results, there are four foci of greater archaeological concern:

1. The mouth of Hālawā Stream was a focus of traditional Hawaiian activity. The present study validates the conclusions of Avery et al (1994) and Dye (1999) that any cultural resources near the mouth of Hālawā Stream lie under 3+ m of twentieth century fill. The top 3 m would be expected to have no in situ cultural resources. There could be cultural resources at deeper depths,

2. SIHP 50-80-13-7420 Features 1, 2, and 3: Mid-twentieth century asphalt-paved roadway features. Spot monitoring in this vicinity could develop further information on the extent of this archaeological cultural resource.
3. SIHP 50-80-13-7421 Features 1 and 2 and 3 are adjacent areas of cement slabs and crushed coral roadway surface associated with WWII storage warehouses. Spot monitoring in this vicinity could develop further information on the extent of this archaeological cultural resource.
4. A relatively small area east of the proposed Lagoon Drive Station and west of the former shoreline remains of interest. This vicinity at the mouths of three streams was a developed cultural landscape. The present research indicates this area was greatly disrupted by fill episodes circa 1942/1943 but this area could contain items of cultural interest.

11.3 Disposition of Materials

In compliance with the Project's PA, Stipulation III.F "Curation," the City will curate recovered materials in accordance with applicable laws, including HAR Chapter 13-278 and 36 C.F.R. 79. The City is currently developing a curation program and seeking a curation facility that will meet these requirements. Until these curation measures are in place, all collected materials and associated records generated by the Airport Section 3 AIS fieldwork and subsequent analysis will be temporarily curated either at CSH's temporary field office specific to the Airport Section AIS or at CSH's main O'ahu office in Waimānalo.